FROM: P. O. Box 9007
Berkeley, CA 94709 USA

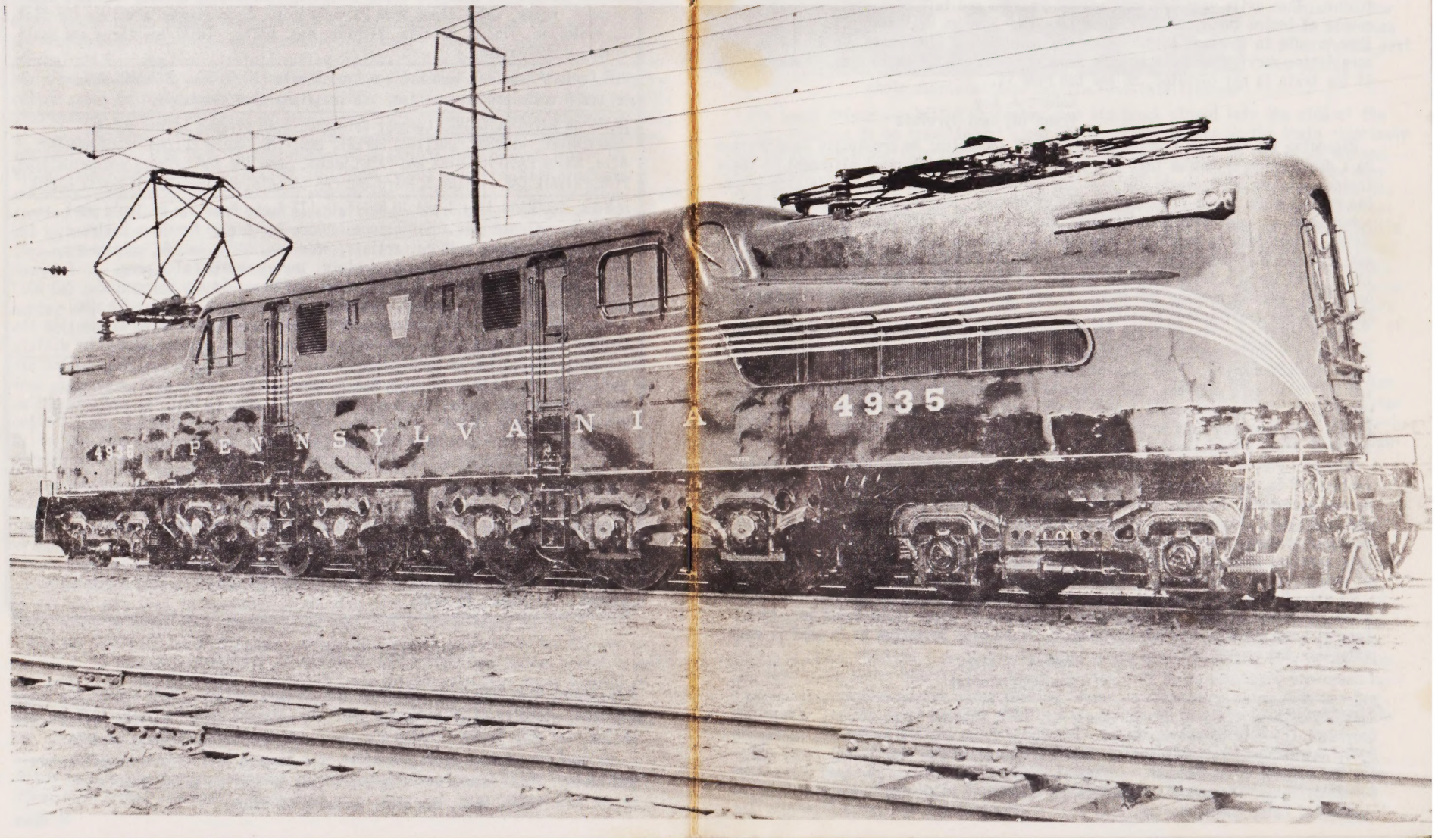
First Class

To:

FIRST CLASS
U.S. POSTAGE
PAID
PERMIT 1083
BERKELEY, CAL.

RAIL TRAVEL NEWS

40¢
VOL. 7 NO. 10
SECOND ISSUE OF
MAY 1977
#154



ON THE COVER:

Pennsylvania Railroad GG-1 #4935 on May 10, 1977, as it emerged from the Wilmington (DE) shops, repainted to original colors; photographed by Don Wood. In this issue, Peter Roehm reports on the official rededication of the 4935.

LETTERS

Much has been said and many have complained about the three trains that serve West Virginia daily... Yes, we are very appreciative to Senators Byrd and Randolph and to Congressman Staggers for looking out for our interest and helping us to get and keep these trains. I have a suggestion for those who complain about our having these trains. First, come to Wild Wonderful West Virginia and ride one of our trains. Then write your Senators and Congressmen and tell them that you want a couple of trains thru your area, just like they have in West Virginia. (Getting them to vote to increase Amtrak's funding would help.) The above would lead to more trains serving more places more frequently for all of us to ride. Remember, if the train is not operated, no one can ride it.

Robert J. Key
Franklin, West Virginia

Regarding the New York-Florida Apr 24 Amtrak schedules: We previously were treated to a declaration by Amtrak that they would return to a historical alignment of these trains, whatever that meant. We then saw the CHAMPION shifted to the Raleigh-Columbia route, where it had never run in all of history, causing a lengthening of the schedule by an hour, plus an additional hour of regular late running due to the SDP40F's inability to negotiate this route at schedule speed. In all of this, it was expected that some significant realignment of Florida train operations was coming up that would provide complete service coverage with a more economical type of operation, such as running one train via each major route during the off-season. There are now 3 off-season trains.

Such a shift to a single train via Raleigh-Columbia in off-season would allow operation of a full-length train instead of the usual off-season 10-car consists, at least NY-Jacksonville. From Jacksonville it would be logical to split into Miami and St. Petersburg sections, and eliminate the time-wasting, patron-exasperating, reconsolidation at Auburndale, which isn't even a station stop. Nevertheless, the SILVER STAR consumes half an hour each trip there, dividing or consolidating, reducing that train's usefulness as an intra-state ride.

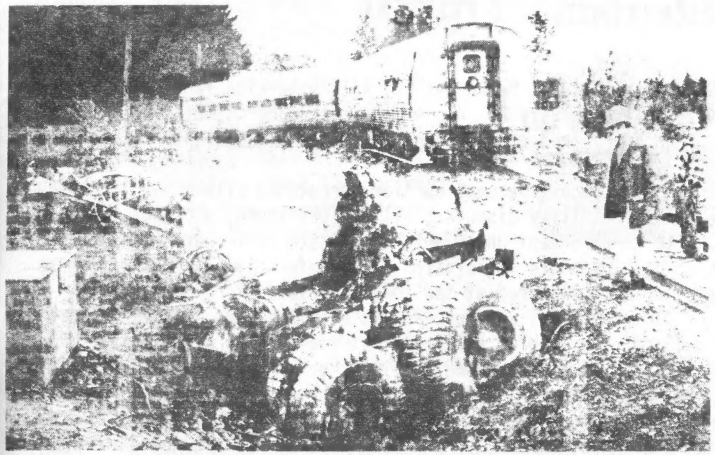
Amtrak's vision of the Florida trains seems to be looking backwards into the past, instead of to what is needed at various seasons of the year, and for the future. We see occasional changes, about once a year, which come and go and are not repeated the next year. Instead of a straightforward approach to NY-Florida service based on need and economy of operation, we see repeated "cut and try" operations that duplicate services with small trains, and try to be all things to everyone at the expense of really viable operations, and are uneconomical half of the year.

If all of this were based on some political consideration, as in some other locations, it would at least be understood. However, it seems to be based only on a lack of understanding of what is going on, or no real incentive to do what is most effective and economical.

Robert T. Clark
Sanford, Florida

Rail Travel News, Vol. 7, No. 10 (Whole No. 154). Second Issue of May, 1977.
Copyright © 1977 by Message Media.
Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $9.00 per year; single copy 40¢.
STAFF: Editor: James Russell. Editor-at-Large: Paul Rayton. Regional Correspondents: Peter Putnam Bretz, Los Angeles; Jack Ferry, Chicago; Kenneth Maylath, Baltimore; Peter Roehm, Boston.

PACIFIC INTERNATIONAL DERAILED IN WRECK



The southbound Amtrak train 793, the Amfleet PACIFIC INTERNATIONAL, was struck at a road crossing just north of Bellingham WA by a cement truck carrying 15 cu yds of cement. The wreck occurred on May 27 just after 8am at a crossing at which 6 other people have been killed in the past two years.

photo reprinted from Seattle Post-Intelligencer

The truck driver was killed instantly when his truck plowed into the side of the train, reported to be traveling at about 75mph. Eight people on the train reportedly had relatively minor injuries. The truck hit the latter part of the first car and the forward part of the second car and derailed 5 cars. It was not known how many cars made up the full consist, but a typical P.I. consist is 5 Amfleet cars and one P40 locomotive. Commenting on the lightweight, aerodynamically-constructed Amfleet cars, an Amtrak spokesman said that the cars "took it well." However, the Amdinette car, which was the most heavily damaged, was described by a reporter as "demolished" with a large hole in its side. Later unconfirmed reports are that it will probably become the first of the 492 Amfleet cars to be scrapped due to damage. There was no one in the Amdinette car at the time of the impact, reports said. The damaged cars were stored in Bellingham several days after the incident, and a "hospital train" of the damaged cars was moved thru Seattle the evening of Jun 2. Conventional cars have been substituted since the wreck. The train's engine did not derail.

The train was reported running slightly late at the time of the collision, having been delayed at the border crossing. The warning lights at the crossing were tested after the collision and found to be operative. There was speculation that the truck driver's eyes were blinded by sunlight. The local sheriff was going to ask the legislature to initiate installation of a crossing gate at the location.

PIONEER & HILLTOPPER BEGIN OPERATION

The new Seattle-Salt Lake City PIONEER made its press run Jun 4-6 eastbound and regular service began Jun 7 on the UP route. A spectacular reception greeted the new train. Altho rain in Seattle dampened the sendoff, hot weather and big crowds were the rule along the rest of the route. There were 4000 people at Ontario, OR, 3300 at Nampa, ID, and 4-5000 at Boise. Amtrak President Reistrup joined the trip at Nampa and told the crowds that sleeping cars would be added to the train in the fall. Sen. Frank Church at Shoshone clashed verbally with bus company protestors carrying signs, telling them that a balanced transportation system is a rising tide and that buses would benefit from Amtrak service. At Boise Greyhound employees carried professionally-printed signs reading "Where is this train going with our tax dollars?" The train was on time all the way, and media coverage was excellent. We will have the complete story of the event for you in our next issue.

The first run of Amtrak's HILLTOPPER, train 35, departed unceremoniously from Washington DC at 2:30pm on Jun 1 with one engine, 2 Amcoaches, an Amcafe, and five passengers. The first train 34 arrived in Washington the same day, on time, with one engine, 2 cars, and 2 passengers.

Urban-Suburban Transit

THE NEXT SEGMENT of Washington's Metro system, a 12-mile line from RFK Stadium to National Airport, will open July 1. A new fare structure of 40¢ for the first 3 miles plus 7½¢ (rush hour) or 3 3/4¢ (non-rush) for each additional mile was agreed upon in May.

CONRAIL COMMUTER SERVICE in New Jersey, earlier threatened with a Jun 5 termination over financial responsibility disputes, will be continued, since ConRail and the state have come to an agreement under which the state will search for funds to cover commuter deficits. Possible legislation to transfer commuter operations to Amtrak is reportedly being considered at the federal level.

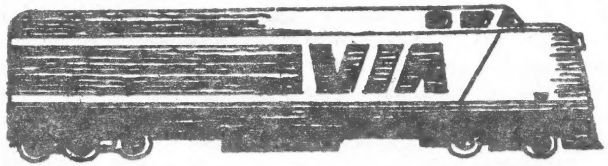
THE BART BOARD of Directors will schedule public hearings soon on a proposed budget for the coming fiscal year ($82.3 million) that would allow the startup of Saturday service next Nov 19, direct Richmond-Daly City service Mar 1, 1978, and Sunday service beginning in Jun 1978. BART general manager Frank Herringer said that BART would have a $5 million surplus next year, unless rising energy costs cut that to $100,000. In other BART news, the system was shut down for 40 minutes on Jun 6 when an operator smelled natural gas in an Oakland subway. The gas proved to be harmless.

Rail

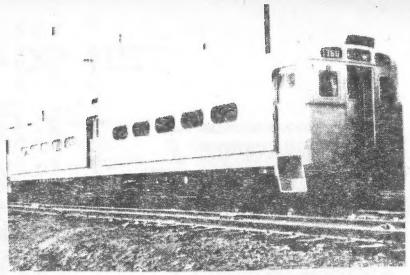
THE MARITIME PROVINCES of Eastern Canada are the focus of attention at this moment by rail supporters, as hearings are being held on the future of rail travel there. (Remaining hearings are at Quebec's Quality Inn on Jun 13 and Montreal's Hotel Loews La Cite on Jun 15.) Even as the hearings were beginning, Transport Minister Otto Lang's actions were being strongly attacked by consumer advocates and elected officials. It was reported that the Transport Minister had struck a deal with 3 Maritime Provincial Premiers to accept the discontinuance of virtually all Maritime passenger trains in exchange for more federal support for highways and air service.

Transport 2000 national president Harry Gow called the Minister's actions "another flagrant intervention in the regulatory process." Said Gow, "This is only the latest move in a carefully orchestrated press campaign calculated to undermine the Commission's role in the rationalization of rail passenger service. First there was the infamous "Directive" of Jan 1976 purporting to limit the CTC's options to one train to each coast. Then came the slick consultant's study favouring planes and buses, sprung on an unsuspecting public days before the hearings began in order to effectively delay any challenge to its questionable claims. Now, we have the carrot and stick approach, more money for roads and airports if only we will accept the 'inevitable' demise of train service. If these hearings are not merely a charade to placate the victims of Mr. Lang's policy, we wish the Minister would refrain from prejudging the Commissioners's conclusions when they are still sitting on the case."

CP RAIL'S ALASKA cruise steamer "Princess Patricia" began her 1977 season making sensational news headlines after confrontation with a flotilla of small craft protesting a proposed oil tanker route to Kitimat, B.C. Indian groups, clergy, labour unions and the Greenpeace Foundation each sent small craft to attempt to halt the ship, which did not stop as the tiny vessels weaved across her bow. One small ship was struck, throwing an occupant into the ship's wake. Business and government groups had chartered the ship.



THE BOSTON MBTA has ordered a freeze on delivery of more LRV streetcars from Boeing-Vertol until engineers work out the problem of too-inflexible trucks that apparently cause the vehicles to derail. Boeing was to meet with MBTA June 1 to discuss the matter. MBTA chairman Kiley expressed enthusiasm about the car nevertheless, calling them "superb, smooth-running vehicles" and pleasing to passengers.



New NJDOT GE Silverliner IVs, like #1350 here, eventually will run on ex-EL lines. Photo by J. A. Rosenfeld.

THE CALIFORNIA LEGISLATURE is passing a measure that will allow transit authorities to make bulk purchases of tickets on SP's San Francisco commute line and re-sell them to commuters at lower cost. The purpose of this strategy is to indirectly subsidize the rail line while circumventing SP's objections to a direct subsidy. The plan is an interim measure while more formal public intervention can be worked out.

LONG ISLAND RAIL Road employee unions will reportedly be free to strike about the first of July.

Canada

WINNIPEG-THUNDER BAY tri-weekly RDC run scheduled to be discontinued May 23 has been given an extension of operation until Jul 31.

WHEN THREE MARITIME Provincial Ministers agreed with Otto Lang to accept the end of train service in their provinces, the sole dissenter was Mitchell Forrestall, who spoke out strongly against the "deal." On the basis of hearings held so far, Transport 2000 president Harry Gow said that the main theme appearing in the meetings is that rail passenger service should be improved in the Maritimes, and that its true potential has yet to be exploited there or anywhere else in Canada.

"No one who has taken the bus from Sydney to Edmundston or Saint John to Montreal would seriously consider it an adequate substitute for the train," Gow said. "The Maritime provinces too form a thriving, 20th-Century society in which ease of mobility is essential to social unit economic growth. After years of relatively loyal support of their trains..., Maritimers now deserve something better."

AMONG MARITIME SERVICES that could be abandoned is CN's Newfoundland railway. A 4-man commission is being established by the federal government to review various aspects of Newfoundland transportation. The rail system is said to lose $25 million a year on a narrow-gauge route which includes sharp curvature and steep grades. Passenger service on the widely-known "Newfie Bullet" was dropped in mid-1969 and remains in limbo despite continuous appeals for reinstatement. CN took charge of Newfoundland rail and ferry service in 1949 when the island province gave up its status as a Crown Colony to become Canada's tenth province.

CN'S EDMONTON-NORTH BATTLEFORD RDC made its last run May 24 amid charges from passengers and crew alike that the CTC-permitted discontinuance was unjust. New reports described passengers as "angry" and inconvenienced at the train's termination.

TORONTO'S GO TRANSIT celebrated its 10th birthday on May 23. "GO" stands for "Government of Ontario". Operation is by CN, Gray Coach, and Trailways.

THE VANCOUVER-SEATTLE PACIFIC INTERNATIONAL was annulled May 20-21 by a BN wreck.

CANADIAN NATIONAL FERRY "William Carson", an 8272-ton vessel sailing St. John's-Goose Bay, Labrador on its first trip of the season Jun 2 struck an iceberg and sank. The 27 passengers and 85 crew were rescued. It was the second such loss on the route in recent years--in Mar 1970 the 10,000-ton "Patrick Morris" sank.

CN Marine

THE GG-1 REDEDICATED

by Peter Roehm

Howard Serig mused in the November 1976 issue of Trains on how nice it would be if one could see in 1977 a GG-1 locomotive racing past Princeton Junction dressed in her original Pennsylvania Railroad livery of Brunswick Green with five gold pin stripes. A dream of the impossible, many would declare; but this time a dream that became reality.

Engine 4935 was released from the Wilmington Shops on May 10 this year for official portraits after $14,000 in donations had been received from the faithful--collected by F.O.G.G., the Friends of the GG-1--for the painting and upgrading of this particular unit which had not undergone any real modifications since its birth.

On Sunday, May 15, 4935 stood proudly on Track 12 of Washington Union Station resplendent in Brunswick Green and the five gold pin stripes under a hot mid-South sun awaiting her second coming. On the adjoining Track 11 sat two cars from her past consists, also in Pennsy livery: sleeper-lounge "Lionel-Ives" and business-observation "Pennsylvania," both of which would join 4935 on her maiden run.

The 4935's fan club began to gather shortly after mid-morning and included Howard Serig, who took the dream and made it real; George Pins, owner of the "Pennsylvania" and overseer of the events; Larry Battley, owner of the "Lionel-Ives"; the everywhere-present E. M. Frimbo, much-traveled rail rider-author and New Yorker senior editor; Dave Morgan of Trains; Karl Zimmermann, noted author of works on selected passenger trains; Grif Teller, world-renowned painter of the equally renowned Pennsylvania Railroad calendars; the Reistrup family; George Wilgis, whose hand would guide 4935's first run to Gotham; and Raymond Loewy, premier industrial designer and father of the GG-1 and creator of her colors. Not to be slighted, of course, were the hundreds of faithful contributors to the cause who had come to see their creation.

Howard Serig began the festivities from the rear platform of the "Pennsylvania" by describing his dream and how it led to reality, and how this restoration was more deserving and easier to accomplish than most any other--a working tribute to quality craftsmanship that time has borne out. Serig then presented framed pictures of the "new" 4935 with personal dedications by Raymond Loewy to Doug Watts, the hard-working treasurer of F.O.G.G.; to Russ Wilcox, one of the few men in the world who knows the lettering and coloring of all Pennsy locomotives and whose presence insured authenticity to the original; and to Homer Hill, F.O.G.G.'s printer who rushed the mailings for donations out immediately and kept the faithful informed during the interim.

Karl Zimmermann followed with a brief historical reflection on the GG-1, allowing that it was this locomotive that inaugurated electric passenger service between Washington and Philadelphia on Jan 28, 1935. He pointed out that the 4935, as it stood before us, did not bear the original Loewy lettering as seen on the first models, but did bear the exact lettering as used when it came off the Altoona production line in 1943. The original lettering of 1935 was Loewy's own Futura style and not the later Pennsy traditional Clarendon; too, the keystone on the side bore a number under Loewy's rendering and not the later monogram.

The GG1 dates from 1934, when prototype No. 4800 was constructed with a riveted shell. The production locomotives, the first 57 of which were delivered to the Pennsylvania Railroad in 1935, had the streamlined, welded body that has become a railroading classic. The styling, a creation of industrial designer Raymond Loewy, had as an integral part an elegant paint scheme featuring gold pinstripes and red keystones. Taken together with the locomotive's contours, this livery created the effect Loewy wanted: a graceful expression of silent speed and power.

The Pennsy's roster of GG1's eventually totaled 139; approximately 100 of these are active today under ex-PRR catenary, a remarkable testimony to the locomotives' mechanical excellence and reliability. Age and the projected conversion of the entire electrification to a different voltage leave the GG1 a limited future, however; all will probably be retired in the early 1980's.

No. 4935, built in 1943 at the PRR's Altoona Works, was a part of the final order of GG1's. Today the locomotive again wears the livery in which it first entered service.

The Friends of the GG1, functioning in connection with various National Railway Historical Society chapters in the Northeast, has financed and arranged the restoration of No. 4935, which has been made possible by the generosity of numerous donors. The restoration--which included sandblasting, carbody renewal, and repainting, as well as mechanical and electrical upgrading undertaken by Amtrak at its own behest--was performed by the men of Wilmington Shops.

Raymond Loewy is honorary chairman of the Friends of the GG1.

FRIENDS OF THE GG1

Zimmermann then led into an introduction for Raymond Loewy. Loewy was born in Paris in 1893 (after this ceremony and ride to New York he would fly back there) and found his first design work in fashion wear, after which he entered industrial design. In 1938 he designed the modernized versions of the Pennsy's passenger fleet including the BROADWAY LIMITED. In locomotives, he styled, besides the GG-1, the PRR's S-1 6-4-4-6 and the T-1 4-4-4-4; in trains, the original lightweight Missouri Pacific EAGLE and the postwar NORTH COAST LIMITED. Non-rail credits include the Sky Lab interior as well as that of the Air Force One, the Avanti and other Studebaker autos, the original Greyhound Scenicruiser, the Exxon logo, and the Sears Cold Spot refrigerator.

Following this introduction, the grand man of design entered the platform of the "Pennsylvania" and spoke of quality and of the GG-1 being a symbol of American quality conceived, driven, and maintained by gentlemen (his reference to a man of quality). He spoke of his design being both practical and graceful, of the GG-1 looking like it is moving when standing still, of the welded body being better than the riveted body not only for esthetics but also for better and easier maintenance. If he were doing it again, he would do it exactly the same way, he said. Even the gold stripes have a functional value, he said, as the gold reflection on a dark surface is visible from a great distance.

At the close of Loewy's remarks, Allan Vaughn, recently elected President of the National Railway Historical Society, under whose auspices this restoration took place, presented to both Loewy and Grif Teller certificates of lifetime honorary membership in the NRHS.

Paul Reistrup's remarks on the GG-1 restoration were brief, and he closed by mentioning that the 4935 was a locomotive owned by Amtrak but operated for the people. Then Russ Wilcox presented him with a scale model of the GG-1. The gathering joined around the nose of 4935, and Mrs. Reistrup christened the gallant gal of the high iron with a bottle of an appropriate champagne from Pennsylvania's Erie County.

Then came a Washington Terminal RS-1 to take away the private cars along with the Amfleet cars and assemble the whole works as Train 160, the MURRAY HILL, for a 3:05pm departure. The 4935 led off, with power car 1293 next, then Amcoaches 21162, 21048, Amcafe 20015, Amcoaches 21001, 21247, 21047, 21022, Amcafe 20031, Amcoach 21022, sleeper-lounge "Lionel-Ives," and observation "Pennsylvania." Train 160 left on

the dot, and under the watchful eye and hand of engineer Harry Wilgis, arrived in Penn Station, New York, not a minute too late. Maximum speed was 85-90, and this writer spent the distance from Wilmington to New York on the "Pennsylvania's" rear platform. After arriving in Fun City, throttle artist Wilgis let it be known that 4935 rode just as well as his own Cadillac.

I had the opportunity to talk with Grif Teller and his lovely wife about the world-famous Pennsylvania Railroad calendars. Teller became the PRR artist by default when the original artist assigned the project to submit a sketch for the proposed 1928 calendar failed to do so or even to show up. Teller's "BROADWAY LIMITED Meets the Dawn" was accepted for the 1928 calendar, and except for the war years of 1942-1945 (when the PRR wanted a change of style in allegorical tones) he had done all of the paintings thru the last wall calendar in 1956, plus two works for the 1957 and 1958 pocket and desk calendars. Pennsy's ailing health was the factor contributing to the calendar's demise. Never were his paintings rejected, altho an occasional sketch might go back to the drawing board for a revision, and the season of the year on one of the annual report covers was changed from autumn to winter. Most of the original paintings remain unaccounted for, and are thought to rest in private collections, including those of former Pennsy executives. Teller mentioned that he knew of one calendar painting original (one of those in the 1950s) that recently brought $1700 at a Penn Central auction in Philadelphia.

The 4935 is now in pool service in Amtrak's electrified corridor, and is a refreshing reminder of the quality and perfection of design and machine that once characterized the Standard Railroad of the World.

RAIL FANTRIPS

Jun 11: Montreal-Baie St. Paul-Murray Bay RT on CN 7:30am-11:15pm. Scenery, photostops, open baggage car. $29.80, kids $14.90. St. Lawrence Valley Rwy Society, Box 400, Cote des Neiges, Montreal H3S 2S7.

July 2-4: 3-day steam trip, SR 4501, St. Louis-Knoxville, return by bus or Amtrak. Various trip packages about $55-$100. Info: St. Louis NRHS, 4253 Neosho, St. Louis MO 63116; (314) 352-8544; 892-0901 nights.

Oct 1: UP 8444 steam RT Denver-Laramie; photostops, lunch incl. Baggage, dome, coaches, lounge. Adults $38. Info: Intermountain Chapter NRHS, att'n: Kenton Forrest, Box 5181, Denver CO 80217.

Oct 30-Nov 26: Steam Train Special to Australia. Fly Qantas from Vancouver or S.F. Railfan tour of Australia. $2360 double occupancy. Info: Skyline Travel Service, 563 Granville St, Vancouver B.C. V6C 1X6 Canada.

One special Fantrips listing is free, subject to our editing. Send full info to: Rail Travel News, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

QUOTES OF THE WEEK***

"I would like to see in Amtrak and ConRail not a patchwork procedure but something we undertake with the same pride the Swiss have in running their railroads."

--John Kenneth Galbraith in Chicago Tribune interview concern- his PBS-TV series, The Age of Uncertainty.

SLIP OF THE MONTH CLUB***

"So, now is the time to stand up and Scream Loudly if your personal copy of The Review is reaching you. Drop a line or a card to P.O. Box 3694, San Francisco, 94119, and tell us about it."

--Bay Area Electric Railroad Review, June.

(And if it's <u>not</u> reaching you, just shut up.)

A SUMMER DIARY OF NORTHERN RAILING

by Frank W. Tobey

Last summer Mr. Tobey got in a lot of rail travel north of the border and apparently enjoyed every minute of it. You can still follow most of his itinerary, but not for long!

*Kelso-Seattle Jul 29: COAST STARLIGHT. Dome lounge car had filthy windows. Dining car crew good.

*Seattle-Vancouver Jul 29: PACIFIC INTERNATIONAL. New Amfleet train. The cars are great. Food service (pre-cooked dinners) was okay.

*North Vancouver-Prince George Jul 30: BCR Dayliner. Scenery is fantastic!! I recommend this route for any serious railfan. First class ticket will get you a seat in the first class RDC, and three free meals, which were okay--also free coffee. Train was late into Prince George, so BCR conductor wired ahead to have CN hold their "Rupert Rocket" for me and two little old ladies. No objections to vestibule riding on this train either!

*Prince George-Prince Rupert, Prince Rupert-Jasper: CN trains 9 & 10 ("Rupert Rocket"). Jul 30 & 31. A short train. Roadbed was built for mainline use, so the ride is really good. Scenery along route is great! My waitress was a French girl who did a great job. She taught me how to pronounce some of the French words on CN's bilingual menu.

*Jasper-Edmonton Aug 1: SUPER CONTINENTAL. A really long train with a few cars done up in the VIA color scheme. Rode the day coach. It isn't all that bad. Food service in the coach diner-lounge is quite good. How I love that 7am-to-midnight takeout counter! Try getting a cup of coffee out of an Amtrak diner during off hours!

*South Edmonton-Calgary Aug 2: CP train 301 (RDC). A beautiful RDC, inside and out. The coach seats are the same as the long-hauls have. Crew was very nice, and let me ride up front with the motorman. Too bad it can't start from the CN station in Edmonton rather than at the edge of town.

*Calgary-Edmonton Aug 2: Greyhound bus.

*Edmonton-North Battleford Aug 2: CN train 690 (RDC).

*North Battleford-Saskatoon Aug 3: Greyhound bus.

*Saskatoon-The Pas Aug 3: CN train 688 (RDC). Had the rather quaint experience, along with the crew and several other riders, of chasing cattle off the tracks near Melrose so the car could proceed. No food service, but a lunch stop is arranged with a cafe in Melfort. Hit 80mph between Hudson Bay and The Pas.

*The Pas-Winnipeg Aug 4: CN train 90. Coach-only train with a snack bar. Some Yahoo type kept everyone awake with his guitar. Crew finally put him off at some little town that had a cop on duty.

*Winnipeg-North Thunder Bay Aug 5: CN train 686 (RDC). A very scenic ride between Atikokan and Thunder Bay North. CTC and welded rail are used. Beware of Ozzie's Cafe in Rainy River (the lunch stop). Tried to say hello to two snooty railfans, who wouldn't have anything to do with me. Got even by standing between them and the RDC every time they tried to take a picture of it.

*North Thunder Bay-Hearst Aug 5: Grey Goose bus.

*Hearst-Oba Aug 6: Algoma Central train 4. Learned from a friendly railfan at Thunder Bay that the Algoma Central train operates between Hearst, Oba and Sault Ste. Marie on Friday. The Grey Goose bus I had

planned to ride from Thunder Bay North to Longlac went on to Hearst, so I bought my bus ticket to Hearst. AC #4 consisted of a GP-9, steam generator car, a couple of headend cars, and an ex-CP coach. Pleasant ride. Not much to do in Oba, however.

*Oba-Toronto Aug 6-7: SUPER CONTINENTAL. Back in the day coach. Attractive young lady in front of me provides companionship to Toronto. Train stops in front of small lakes that have vacation cabins and picks up or lets off. Conductor tells me train will stop anywhere. I see a small, slightly rundown cabin beside a pretty lake, with a for sale sign on it. I copy down name and phone number of real estate agent.

*Toronto-Montreal Aug 7: CN Turbo #60. If Amtrak can ever get a stretch of track like the CN Toronto-Montreal line and run Turbos over it, they will have something going! Hour after hour of 100mph cruising. I get on early and get a seat behind the fireman. What a ride! Train is sold out. I head for the shower room at Montreal's CN station. Why can't every station have a shower in it? They used to.

*Montreal-Sydney Aug 7: OCEAN, CN Train 14-18. Train is Alco-powered, with both FA type and Hood type units. Beer is warm--yecch! I'm in a day coach again. No pretty girls, tho. Passing thru Levis opposite Quebec City as the sun goes down behind the city is quite dramatic. Food in dining car is good. Scenery on Cape Breton Island is great! Nova Scotia is Alco land, and all Alco freaks had better get out there. (The largest concentration of Alcos in captivity, maybe?)

*Sydney-Halifax Aug 9: CN Train 601-604 (RDC). Three RDC cars lashed together. It allowed a slightly higher speed limit than conventional trains. Snack bar serves instant coffee and ultra-tasteles food. Stops at some little town that has the local funny farm and picks up several of its residents. I have a feeling that I am on Great Northern, what with going thru places named Havre and Glasgow. High-speed running between Truro & Halifax.

*Halifax-Digby Aug 10: Dominion Atlantic RR Train 1 (RDC). CP Rail (pardon--DAR) sure wants out of this run. What a dirty car! I hasten back into Halifax station and buy a newspaper to put on the seat. The crew are demoralized by condition of both car and railroad in general. Digby station is a shack and a half. At Kentville there is a snack vendor in the station who sells decent coffee but week-old pastry. There is some scenery around Annapolis Royal. Track is poor.

*Digby-Saint John Aug 10:CP Ships MV Princess of Acadia. A nice, utilitarian vessel. Clean and modern. Enjoyed the crossing very much. Food service is okay. Modern terminals at both ends of voyage, but they are miles from the CP stations. I enjoy watching a seagull make a kamikaze-like attack on some kid's hamburger.

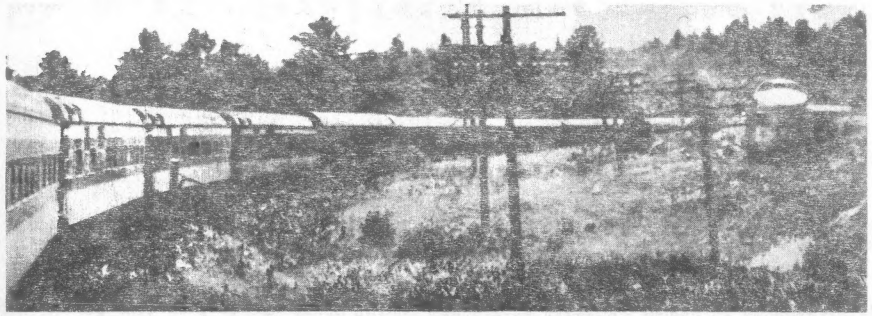
*Saint John-Montreal Aug 10-11: ATLANTIC LIMITED, CP Train 41. Small train: one E unit, one baggage, one sleeper, one dome coffee shop, one legrest coach. Just as luxurious as the CANADIAN. Food service is great. I love Budd domes at night. Only problem was that some idiot had installed walkover-type seats in the dome. Track was smooth. A commuter coach was added somewhere during the early morning, and we hauled commuters into Montreal.

*Montreal-Quebec Aug 11: CP Train 154 (RDC).

*Quebec-Cochrane Aug 11-12: CN Train 175. Cochrane coach was right out of 1920. I had a sleeper to Senneterre. It and the dining car and full lounge all came off there, where the train splits. The sole F unit broke down about 20 miles west of Cochrane, and a mechanic had to drive out and fix it. Train follows the old National Transcontinental line. I wonder why CN doesn't use it much?

*Cochrane-North Bay Aug 12-13: Ontario Northland NORTHLAND, Train 98. A short but nice train, with FA Alco for power. Consisted of a collection of CN and ex-CP cars. Diner-lounge had attractive young waitresses. ON crew did not wake me up for North Bay, so the CN crew put me off at a junction called Nipissing, where the Toronto line joins the Capreol-Montreal line, and the SUPER C stopped (unscheduled) to pick me up. Thank you, CN.

*North Bay-Vancouver Aug 13-16: SUPER CONTINENTAL. I board at Nipissing. I have a Dayniter seat, but I take the day coach to Capreol. There is a hotel right across the street from the CN station, and they allow showers for $3.00. Those long station stops that people complain about can be put to good use! The Toronto section pulls in as I leave the hotel. I find my Dayniter and board. A good breakfast in the Dayniter diner (there are 3 diners on the train--coach, Dayniter, and sleeper) and



Paul Rayton shot the SUPER CONTINENTAL & the CANADIAN running side-by-side east of Capreol in 1972.

then into the luxurious lounge "Cape Breton." I made it my home for the trip. The Dayniter is the most luxurious coach there is. Why doesn't Amtrak put out something like that? What a long train! "Cape Breton" was in the middle of the train, and I spent most of my time there, reading, talking, watching the long train snake its way thru Ontario (I'm not the only one who likes to watch long trains slide around the curves). Arriving at Winnipeg on the dot the next day provides me with over 2 hours in that city. The Uptown bus runs right past the station door every ten minutes during the day. I spent those two hours shopping in the stores along Portage Avenue. I wish they could have stayed another hour. Anyway, back aboard #1. A dome lounge has been added. I spend most of the afternoon reading as Manitoba and Saskatchewan roll by. Between Saskatoon and Edmonton some really fast running is done. Last day out begins at Edmonton. (Another long stop and a visit to a nearby hotel for another shower.) The dome lounge is full by the time the train hits the mountains, but the view from a vestibule is just as good. I have a steak dinner in the sleeping car diner, and it is great. (Sleeping car diner and lounge are open to Dayniter passengers; coach passengers are restricted to the coach diner-lounge). CN has a raisin pie that is out of this world! Vancouver arrival is on time!

*Vancouver-Seattle Aug 16: Greyhound bus.

*Seattle-Portland Aug 16: MOUNT RAINIER.

*Victoria-Parksville & Parksville-Victoria Sep 6: E&N Trains 1 & 2 (RDC). CP Rail doesn't want this run either. The car was in better shape than the DAR car, tho. Crew was very helpful and let me ride vestibule. Scenery is great! Six people board--one railfan, his wife and two kids, a retired section hand riding on a pass, and myself. Train was on time. Stations, except for Victoria, are all run down. Track is really poor in some places--over 40 slow orders are in effect.

*Yakima WA--Nob Hill Blvd to Junction to Car Barn Sep 18: Trolley car 1776. It earned the highest marks of all the trains I rode. It deserved them too. Go to Yakima and see why!

Routes	Trains Operated Feb. '77	Feb. '77	Jan. '77
METROLINERS			
SHORT HAUL			
Oakland/Bakersfield	56	100.0	100.0
Seattle/Portland	112	97.3	93.7
Minneapolis/Duluth	28	96.4	---
Minneapolis/Superior	27	96.3	82.3
Seattle/Vancouver	56	94.6	93.5
Los Angeles/San Diego	224	94.2	95.6
Boston/Philadelphia	60	90.0	74.3
Washington/Boston	310	89.4	73.7
New York/Newport News	28	89.3	74.2
Chicago/Milwaukee	232	86.6	70.9
New York/Boston	133	86.5	79.3
New York/Philadelphia	530	85.3	67.5
New Haven/Springfield	396	84.9	74.5
Washington/Springfield	51	84.3	75.0
Washington/Martinsburg	64	82.8	83.3
Chicago/Port Huron	56	80.4	66.1
Chicago/Quincy	56	73.2	43.5
Philadelphia/Harrisburg	528	69.7	65.2
Chicago/Carbondale	56	69.6	32.3
Chicago/St. Louis	160	63.1	40.9
New York/Washington	838	61.5	34.7
New York/Harrisburg	39	61.5	61.9
Chicago/Dubuque	56	60.7	12.9
Detroit/Jackson	40	42.5	35.7
Chicago/Champaign	56	32.1	24.2
Chicago/Detroit	168	27.4	30.1
New York/Montreal	56	12.5	17.7
New York/Albany	143	4.2	7.5
New York/Syracuse	56	3.6	4.8
New York/Buffalo	56	0.0	4.8
Chicago/Minneapolis	39	0.0	0.0
TOTAL SHORT DISTANCE	4710	70.1	58.1
LONG DISTANCE			
New York/Savannah	56	94.6	71.0
Boston/Newport News	28	85.7	---
Chicago/Miami	56	80.4	30.6
Chicago/Los Angeles	56	71.4	41.9
Washington/Chicago via Cincinnati	56	48.2	12.9
Chicago/Dallas	56	44.6	29.0
Chicago/Norfolk	56	44.6	12.9
New York/Miami	112	42.0	47.6
Washington/Montreal	56	32.1	22.6
Chicago/Houston	56	30.4	40.3
Seattle/Los Angeles	56	23.2	19.4
Chicago/New Orleans	57	22.8	9.7
New York/St. Petersburg	112	12.5	30.6
Chicago/Oakland	56	10.7	1.6
Chicago/St. Petersburg	56	5.4	11.3
New Orleans/Los Angeles	24	4.2	7.7
New York/Kansas City	56	3.6	16.1
Boston/Chicago	56	1.8	4.8
Chicago/Seattle via Havre	56	0.0	4.8
New York/Chicago via Buffalo	56	0.0	1.6
New York/Detroit	56	0.0	0.0
New York/Chicago via Pittsburgh	56	0.0	3.0
Washington/Chicago via Pittsburgh	56	0.0	3.2
Washington/Cincinnati	56	0.0	43.6
Chicago/Fort Worth	32	0.0	8.3
Chicago/Laredo	24	0.0	3.8
Chicago/Seattle via Billings	24	0.0	3.1
Washington/Kansas City	24	0.0	3.8
TOTAL LONG DISTANCE	1501	24.9	20.8
TOTAL SYSTEM	7355	62.3	53.1

In response to reader requests we are publishing above Amtrak's on-time performance figures for the first two months of 1977, during the major part of the schedule disruptions created by the SDP40F engine problems and the severe winter weather. The figures listed are percent on time, by the ICC method.

IMPORTANT ANNOUNCEMENT TO SUBSCRIBERS

Effective July 1, the yearly subscription of Rail Travel News will be increased. The exact amount of the increase will be announced in the next issue. We regret the necessity of doing this, but double-digit inflation has continued in the 1½ years since our last increase. RTN is under-priced when compared with the most nearly comparable railfan news publications. In addition, our analyses indicate that the "average" subscriber at present has actually paid about $8.34 for the current year. This amounts to 34 3/4¢ per issue; 13¢ of this goes to the Postal Service and 21 3/4¢ to all other costs. We believe that you will agree that in order to continue to grow and produce the kind of publication you want, we are justified in seeking additional revenue. We will endeavor to keep the increase as small as possible.

A REMINDER!

Reader train ratings in RTN's current (fifth) survey can be sent in now. A rating form appeared in the Second April issue, and will appear again in the next issue--however, you may use your own format, provided that you follow the general instructions.

The current survey covers trains ridden between Jan 1 and Jun 30, 1977. Thus your early summer trips can be included in it; we will allow about two weeks beyond the end of June to receive your ratings before we begin to tally them. Again, our many thanks to all those who have already taken the time and trouble to respond to this and our earlier surveys.

RTN ADVERTISING RATES: Express Ads $1.00 per line of 80 spaces. Display ads (camera-ready) $25 per half-page (maximum size--4x5 inches); smaller sizes are priced proportionately. Write to: MESSAGE MEDIA, Box 9007, Berkeley CA 94709.

CARS & CONSISTS

*PIONEER, train 26, inaugural consist, Seattle Jun 4: engines 226, 219 (F40's); cars Amdinette 20232, Amcoaches 21862, 21860, Amdinette 20233, Amcoaches 21863, 21177.

*SOUTHWEST LIMITED, train 3, Kansas City May 22: engines 512 (SDP), 721 (P30), 600 (SDP); cars 1106, 9995, 9915, 9957, 9971, 9982, 9912, 2252 "Star Leaf," 9354, 2757 "Palm Star," 2362 "Regal Creek," 2603 "Pacific Bend," 1088, (deadheads:) 1352, 9900, 9934, bi-level 34002, 4807.

*MERCHANTS LIMITED, train 179, Boston Jun 2: engine 212 (F40); cars Amclub 20674, Amcoaches 21015, 21022, 21254, Amdinette 20207, Amcoaches 21213, 21220, 21222, 21878, Amdinette 20223.

*NIAGARA RAINBOW, train 64, Detroit May 21: engine 283; cars 1605 "Fairfield County," 6030, 8200 "Blue Ridge Club," 6428.

*ARROWHEAD, train 760, Duluth May 19: engine 411; cars deadhead 1750, deadhead 6402, 7200, dome 9501, 5230, dome lounge 9310.

*BROADWAY LIMITED, train 41, Harrisburg May 30: engines 412 (E9A), 451 (E9B), 408 (E9A); cars 1057, 1067, 5424, 5410, 5671, 2006, 2632 "Pacific Shores," 5453, 5415, 5406, 3403, 8800, 8801, 3224 "Pass-A-Grille Beach," 2626 "Pacific Plateau," 2401 "Bad Axe River," 2380.

*PANAMA LIMITED, train 58, New Orleans May 18: engine 723 (P30); cars 1360, 21855, 21853, 20227 Amlounge, 21243, ICG 6 office car .

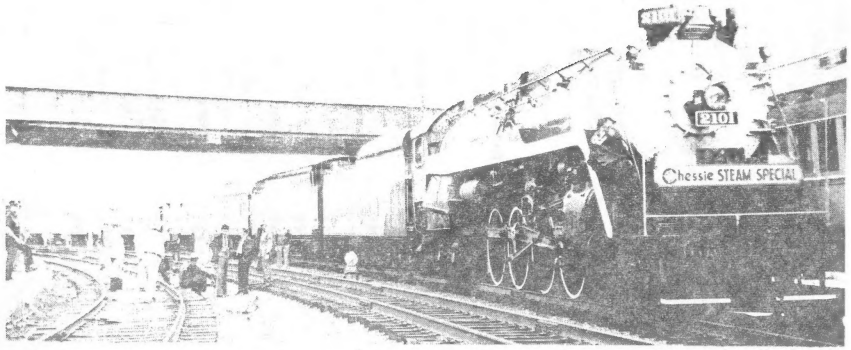
*SILVER METEOR, train 84, Jacksonville May 17: engines 611 (new paint), 607; cars 1426, 4454, 4554, 4420, 4587, 3313, 8003, 2220 "Hollywood Beach," 2696, 2302 "Humming Bird," 2303 "Jay Bird."

*LONE STAR, train 16, Kansas City Jun 2: engines 511 (SDP), 368 (E), (617 bad-ordered at Ft. Worth); cars 1070, 2761 "Palm Tower," 8071, 3390, 4850, 9911, 9955, 9913, 2352 "Regal Isle," 1088, ATSF office car 55.

*Long Island Rail Road train 14, Hunterspoint Ave-Montauk, Jun 3: engine 272 (GP 38-2); parlor cars 2017, 2019, 2015, 2011, 2013, coach-bar 2894, coaches 2814, 2853, 2882, 2798; FA generator-cab 602.

STEAM ON THE CHESSIE

by Ken Maylath



For the past month the Chessie System has been operating weekly steam-powered trips, mostly out of the Baltimore-Washington area, using former Freedom Train ex-Reading 2101 owned by Ross Rowland. While somewhat overshadowed thus far by the transcontinental trip of the 4449, Chessie's operation--marking the 150th anniversary of the founding of the B&O--is a major steam undertaking rivalling that of the Southern. After arrangements to lease the 2101 until October were completed, cars had to be gathered from various sources and prepared for no fewer than 40 trips out of major and smaller cities around the system totalling 8000 miles.

As of early June things have gone quite well, with passenger counts of several hundred to sell-outs of more than 800 on the 18-car consist. During the first few weekends weather conditions have been virtually perfect, except on the very first trip when a few drops of rain fell. Total ridership is approaching the 5000 mark. The train has usually been on schedule or not far behind, in spite of tripping hot box detectors and occasional minor problems. During a move around a wye at Gettysburg, the rear truck and one set of drivers on the locomotive derailed at very slow speed, but were coaxed back on the rails with only a modest delay.

Most of those riding have been people looking for an interesting outing, with a few hours at points of historic interest such as Harper's Ferry or Gettysburg thrown in. For rail enthusiasts the 2101 has provided some good performances, with 50mph mainline running.

The highlight so far was the May 29 "assault on Sand Patch." In the annals of recent steam history it deserves mention in the same category as the much-discussed 80mph run of the 4449 up the Southern to Alexandria nine months ago. It came during the second day of a 2-day ferry trip from Baltimore to Cumberland, continuing to Pittsburgh after a layover. It was generally assumed that diesel help would be employed to negotiate the 19-mile, almost 2% Sand Patch grade on the B&O's former CAPITOL LIMITED route. It begins 13miles beyond Cumberland and snakes along a small river to a 4000-ft long tunnel on top. Helpers are normal on freight trains. But it was decided to let the 2101 try the grade on its own, in spite of an auxiliary tender and 18 cars, many of them heavyweights. Chessie personnel had their fingers crossed. Those on board and the many chasers (including a helicopter chartered by a film company) were rewarded by a more than hour-long battle between gravity and machine that was won by machine--but not by much. One more car would probably have spelled the difference. Speed dropped to no more than 10mph at times; drivers slipped a dozen times, but the 2101 persisted and topped the grade inside the tunnel with all windows and doors shut to keep out the smoke and fumes. A memorable moment and a tribute to Ross Rowland and the traveling crew which maintains the locomotive.

Mixed Train of Thoughts

AMTRAK'S NATIONWIDE TIMETABLE for late spring did appear. The red-white-and-blue timetable is dated May 1, but actually came out later than that. Ours arrived just as the last RTN was being mailed. An interesting addition to the schedule is the listing of the Seattle-Victoria "Princess Marguerite" steamship service, on p. 59 with the Portland-Vancouver trains, with the route also shown on the Amtrak map. Missing this time is the handy index to train names. The PIONEER's schedule is given, but lacks the Hinkle, Oregon stop added in mid-May. The MOUNTAINEER is listed (not the HILLTOPPER), with the note that it is "subject to possible discontinuance, re-routing and/or schedule revision"..... A NEW STOP will be added for the JAMES WHITCOMB RILEY, starting Jun 12--Maysville KY, at 9:32am westbound and 8:15pm eastbound. Amtrak said it added the stop because of the population of the area. A one-day roundtrip to Cincinnati is possible from Maysville. The station will be an unmanned flag stop..... STATE OF MICHIGAN is announcing an expansion of intermodal service. Starting Jun 22, BUS/TRAK II will operate, with Indian Trails Capital City Chieftanexpress bus service from Chicago Union Station to Kalamazoo, Battle Creek, Lansing, Flint and Saginaw, leaving daily at 5:45pm. This is mainly for passengers arriving on the SAN FRANCISCO ZEPHYR and EMPIRE BUILDER who miss other connections to these Michigan cities. There will be interline ticketing arrangements between Amtrak and Indian Trails. The bus arrives Saginaw at 1:25am. Passengers to Battle Creek change buses in Kalamazoo. Stops are made at bus terminals in the Michigan cities, not the Amtrak stations. BUS/TRAK timetables can be had from: Mich. Dept. of State Hwys & Trans., Rail Psgr Opers. Sec./UPTRAN, Box 30050, Lansing MI 48909..... MORE CONVENTIONAL SLEEPERS will be converted into all-electric cars. Amtrak's Board on May 26 approved the program to do 25 such cars, at a cost of $2.75 million. Amtrak said they will be used on the NIGHT OWL, JAMES WHITCOMB RILEY, PANAMA LIMITED, and on the MONTREALER when that train goes Amfleet "later this year." Amtrak has obtained an ICC exemption to run the RILEY and PANAMA without sleepers until electric-powered sleepers are available.....

* * *

STATE TRANSPORTATION MAPS, showing railroads along with nearby major highways and navigable waterways, have been published by the FRA. The 2-color maps include information on track ownership, trackage rights, number of tracks, principal stations, county names & boundaries, rail junction points & ends of branchlines, distances between rail intersections, for the 48 contiguous states. A set of 82 maps is $9.75 from Superintendent of Documents, Government Printing Office, Washington DC 20402; ask for stock number 050-005-00020-8..... THE INTER-AMERICAN will run daily, starting Jun 15 from Chicago and Jun 17 from Laredo, Amtrak announced in May. The train began running daily as far south as Fort Worth last Oct 31, with the remaining leg to Laredo TX continuing tri-weekly. Amtrak said it cannot guarantee same-day connections with the Mexican AZTEC EAGLE because its departure time last winter was moved closer to the INTER-AMERICAN's arrival time, due to NdeM's addition of stops at San Miguel de Allende and Queretaro. But if you find yourself stuck out on the streets of Laredo, Amtrak points out that it is a thriving tourist town with 12 hotels and motels listed as good or excellent by AAA. And Nuevo Laredo across the border is even bigger..... AMTRAK PRESIDENT REISTRUP told the Directors of NARP recently that daily service on the Boston-New York Inland Route may be reinstated in mid-June. Amtrak considers the route the largest untapped corridor in the U.S. Reistrup also indicated that the next major route to be restructured will be the FLORIDIAN's. Amtrak wants to see it serve Chattanooga, Atlanta, Macon, Savannah and Jacksonville, and other service in the Southeast will probably be improved as well. Finally, he said that Amfleet trains in the Northeast will be speeded up by next fall, and Metroliners perhaps in 1978.....

ONTARIO NORTHLAND RAILWAY has begun operation of the TEE consists purchased from Europe. A press run was held May 28, with regular operation starting Jun 9. The engine will be run only at the forward end of each train for safety reasons.....

AMTRAK'S FUNDING BILL comes before the Senate Appropriations Committee soon. The Chairman of that committee, McClellan, is temporarily away for health reasons, but his stand-in, Sen. Magnuson of Washington said publicly recently that Amtrak should receive continued support..... THE 75th ANNIVERSARY of the BROADWAY LIMITED occurs on Jun 15, and Amtrak plans some kind of celebration that day--perhaps free champagne and cake to travelers in either direction--so railfans will probably be crowding the train. The westbound run is expected to head off with GG-1 engine 4935.....

AMTRAK'S BILEVEL CARS will have individual climate controls in sleeping car rooms, reports an Amtrak spokesman. This point was uncertain when our article last issue was sent to press. The six winners of the Amtrak employee contest to name the bilevels produced these names: Vistaliner, Amcruiser, Vistalevel, USA Cruiser, Astroliner, and Bi-liner. It turned out that all of these names had been copyrighted and could not be used, so the "creative staff" of Amtrak's advertising agency came up with the name "Superliner." How creative can you get? We can guess why that name had not been copyrighted before.....

WOULD YOU TAKE a train ride with these people? asks a Western reader. They are two cartoon people out of a current Amtrak ad. "What a horrible ad!" says the reader. "These people look like they're too dull-witted to read a timetable. While I don't think the ads should be just slick locomotives and "with-it" young modish people, there must be a better approach than this for telling people how much fun it is to go by train"..... HOW MANY ERRORS can you find (while on the subject of Amtrak advertising) in the new tour book "Amtrak Presents the Rediscovery of America"? A travel editor found these: P.5: the Golden Gate Bridge is backwards; P.27: an electric locomotive cannot operate west of Harrisburg PA; P.29: the picture is Cypress Point, not Point Lobos; P.34: this is not Muir Woods, but probably Sequoia National Park; P.67: the lower left shot is not at Yellowstone, which (a) has no Bank of Montreal and (b) no street resembling this; P.70: the "colorful lighting" illuminates the fountain in Seattle Center, not the Space Needle..... CN'S SUPER CONTINENTAL, to run in only one section again this summer, was already fully booked by late May, and reports are coming in that many vacationers are unable to obtain any space at all for CN transcon trips. The train was running 19 cars before the 3-day Victoria Day holiday ending May 23..... THE MOUNT RAINIER leaving Seattle May 15 carried over 500 passengers, and Amtrak workers are unable to explain the high weekend peaks on the basis of past loadings. Despite a dropoff in some long distance travel due to poor schedules, Seattle-area ticket revenue may be up as much as 20% over 1976. Some standing loads continue on Seattle-Portland Amfleet trains.....

* * *

AMTRAK NEGOTIATIONS WITH N&W to permit its crews to run the HILLTOPPER over SCL tracks between Petersburg and Richmond reportedly fell thru, and thus SCL crews have to be called to take the trains the short 28 miles between those two cities, at an undoubtedly high cost to Amtrak..... WHILE BUS REPRESENTATIVES were picketing the PIONEER in the Northwest and Greyhound's Kerrigan was writing a letter of retort to Amtrak (published in full in the June Russell's Bus Guide), noting how "We are privately owned, non-subsidized, tax-paying entities," the head of NAMBO was telling the House Public Works and Transportation Committee that the bus lines want an Amtrak-like program of operating subsidies, capital grants, etc., in order to survive. Sen. Russell Long has asked President Carter to consider a program of tax credits for the bus industry that would generate $100 million of credits yearly..

THE SOUTHBOUND ARROWHEAD on May 18 struck an auto near Mora, MN, killing the teenage driver. The northbound FLORIDIAN on May 30 hit an auto containing three teenagers, at an unrecorded location. One of the train's locomotives broke down later and the train reached its end point 3 hrs late. On May 28 the swing bridge across the Mississippi jammed, forcing the NORTH COAST HIAWATHA and EMPIRE BUILDER to detour over the BN betwen Hastings and LaCrosse WI..... AMTRAK PLANS TO KEEP its Budd-built stainless steel cars and to convert them to electrical power, Amtrak President Reistrup told NARP recently. The work on the UP sleepers will be the beginning of this project..... AMTRAK'S EASTERN REGIONAL offices in April were relocated to Arlington (Crystal City), VA, across the Potomac from Washington. The region formerly was the Eastern and Southern regions, and offices were located in New York and Jacksonville..... AMTRAK HAS EXTENDED its toll-free telephone info and reservations service to Canada. Starting May 15, Canadians could call 800-263-7131 in the East or 800-263-7140 from Central & Western Canada. Beginning July 1 the numbers will be changed to 800-263-8130 and 800-263-8170 respectively.....

* * *

AMTRAK'S STEAM EXCURSION reached Portland 10 minutes early, reports Amtrak News. Following the May 1 arrival there was a trackside ceremony in which the locomotive was officially presented back to the city which owns it. But acclaim for the 4449 is not universal. Two days later Portland Oregonian staff writer Andrew Mershon commented on the "inordinate amount of time and money" spent on the engine in recent years. There's always one spoil-sport in the crowd..... THE ARROWHEAD AGAIN was almost lost, as it was last spring. State funding ran out Apr 15 and Amtrak had to post discontinuance notices again; but the state legislature passed some emergency funding to keep it thru Jun 30, while other legislation is passed..... THE LRC TRAINS to be tried out by Amtrak are expected to be ready in late 1978 or early 79..

* * *

READERS HAVE ASKED why the SD-type freight engines, similar to Amtrak's SDP40F's, have not been subject to speed restrictions before. One answer is that on CN they were so subject as far back as Apr 1972. Six-axle locomotives, including GM's SD40 and SD40-2 types, were given speed restrictions on curves greater than 4° east of Winnipeg; west of Winnipeg all speeds were reduced. This came about because of an inordinately high number of derailments on the windy Lac St. Jean subdivision in northern Quebec. The units have since been banned from that area. CN technicians suggested a modification to them which is now being implemented.....

RAIL RESTAURANT REVIEWS: The Nancy Hanks Restaurant has just opened in the John Wesley Hotel in Savannah, GA. Named after the famous train, the restaurant has a railroad motif. Late in May correspondent Jack Ferry visited RTN's "home office" in Berkeley, and in attempting to dine at the Spaghetti Depot at the old WP depot in Oakland, found the restaurant permanently closed, an apparently recent occurrence. The depot can't be torn down, since it's a designated historical landmark, so we'll watch for a new occupant. It would make an ideal Amtrak station, but it's on the WP, two blocks from the present Amtrak SP line thru Jack London Square. And we revisited The Depot, the restaurant occupying the old Santa Fe station in Berkeley, and found its food better than ever and prices comparatively lower. It gets a strong recommendation..... THE SHARP EYES of correspondent Ferry also noted signs on the rear of Greyhound and S.F. Muni buses out here--they read something like "Thanks for riding the bus and conserving energy", and bore the signature of Jimmy Carter..... THE NORTHERN CHAPTER of Citizens for Rail California has put its weight behind an overnight northern-southern California train as the highest priority in the state's rail needs--a conclusion with which RTN wholeheartedly agrees..... THE OHIO ASSOCIATION of RR Passengers has just updated and reprinted seven how-to-find-the-station maps for Ohio and neighboring states. They are free for an SSAE from: OARP, Box 653, Xenia, OH 45385.....

AMTRAK ANNOUNCED FREE fares for any one child aged 2-11 with a paying adult for the period Jun 1-Nov 30 from the following locations: Albany NY; Seattle; Houston; Dallas; St. Worth; Louisville; Nashville; Cincinnati; and Washington DC.....

OREGON STATE UNIVERSITY student David Eldridge worked in the office of Congressman Bob Duncan of Oregon last fall and researched Amtrak safety rules. His work has led to the installation of first aid kits in all Amtrak trains, and Red Cross training for Amtrak personnel..... CARTER'S ENERGY PLAN is now the subject of debate in Congress and at the rate things are going the U.S. isn't going to have any energy plan at all. Transportation Secretary Adams suggested to Carter that the taxes generated by the proposed standby gasoline tax be used for mass transit funding. Carter rejected this idea, according to reports from Washington. Anyway, the gas tax idea seems to be the least-liked part of Carter's plan. Railway Gazette International (May) editorializes on why Carter's plan mentioned neither railroads nor electrification of them. The British publication believes it most likely that General Motors and the railroad managements do not like the idea of electrification; GM is tooled up to produce diesels, and the railroads "prefer genteel poverty in private ownership to the deep government involvement (possibly ending in nationalization) which widespread electrification implies." The Gazette said that the U.S. has a mental block in perceiving efficiency as depending on competition; electrification seems to imply concentration of traffic on a few routes rather than competition between parallel routes. However, executives of BN, Southern and Rock Island, at a Seattle transportation seminar in May, agreed that electrification is a growing possibility. "We have to look harder at alternate fuel sources," said BN official Thomas Lamphier..... BRISTOL TO LONDON run of a British Rail train May 7 set a world record speed of 103.5mph average for a 117.75mile run. The diesel train carried 380 passengers and reached speed of 125mph. It betters by .2mph a record set by a Japanese Bullet Train..... CALIFORNIA WESTERN RAILROAD was closed by a fire on a 40-year old wooden bridge 4.5 miles east of Fort Bragg just before the Memorial Day weekend. The Skunk line should be open by now..... AMTRAK APPRECIATION DAY in Columbus, Dayton and Richmond, sponsored by the Dayton Chamber of Commerce, with OARP and others, was called a great success. The May 16 event kicked off National Transportation Week and got favorable media coverage. The Amtrak station in Columbus since Apr 27 has been the new one off Swan Street, with the old Union Depot closed. OARP is now mounting a strong campaign to keep ConRail from abandoning 23.8 miles of line between Cambridge City and Charlottesville IN, on the NATIONAL LIMITED's route. Those wishing to assist in this campaign can contact OARP at Box 653, Xenia, OH 45385. OARP also reports that a public hearing by the Ohio Rail Transportation Authority on the Columbus-Dayton-Indianapolis rail service will be held in early July. Contact OARP for information.....

* * *

ASSIGNMENT OF BILEVEL cars to some Western trains is expected on the following timetable, according to reliable sources: COAST STARLIGHT Mar 1978, SAN FRANCISCO ZEPHYR Jun 1978, SUNSET LIMITED Sep 1978. The NORTH COAST and EMPIRE BUILDER will of course be sooner..... SOUTHERN RAILWAY EXECUTIVE said in May that electrification of 785 miles between Cincinnati and Atlanta is on SR's "front burner". Cost would be $170 million, including purchasing new locomotives..... THE NUMBER 4935 is not the only GG-1 in Brunswick Green with gold pinstripes--engines 4880 and 4883, owned by NJDOT were spotted a few days ago at South Amboy NJ.....

HOLLAND TERRORIST GROUP hijacked a train in northern Holland on May 23, and as of Jun 7, 53 hostages were still aboard while authorities and gunmen played a waiting game..... THE BENEFICIAL EFFECTS of train travel have been amply covered in these pages; but now we learn of an Australian woman who recovered her hearing after a "jarring and jolting" train trip from Sydney to Dubbo. Doctors had given her no hope..... Mailing date of this issue: June 10, 1977.

Watch these pages for announcement of the appearance soon of RTN's long-delayed first Rail Travel Yearbook. Thank you!

Express Ads

RAIL FANS ONLY! It's easy to secure your AMTRAK & CN reservations and tickets (or USA Rail Pass)--from anywhere in the world. Tickets by mail from GREAT WESTERN TOURS, 639 Market St., San Francisco 94105, or call (415) 398-2994.

TIMETABLES - Selling "Best of 60's" Ten System TTs - $10. SSAE for new list quarterly. Carl Loucks, 199 Wayland, Hamden CT 06518.

FREE MAP - OREGON AMTRAK ROUTES PLUS HWY & PARK INFO! WRITE: TRAVEL INFO, OreDOT, SALEM, OR 97310.

Tired of calculating MPH? Rail Speed-O-Graph gives instant MPH based on mileposts. Both sides of 4x9 card. Speeds from 30 to 120mph. Keep several handy. 5 for $1, or $2/dozen. Dan Yaeger, 2239 Ferncliff, St. Louis MO 63122.

DINING CAR DISHES, glasses, silver, cloth. Timetables, guides, Pullman, stationery, rules, metal items from 25 railroads. Long stamped envelope for list. J. McClellan, 1752 S. Wichita, Wichita, Kan. 67213. (Will buy large and small railroad collections.)

20th Century Hobbies, 1034 College Ave, Wheaton IL 60187. 312-682-4460. HO and N scale and accessories. Railroadiana also available.

CANADIAN NATIONAL CHINA: Largest selection ever offered in the U.S.A.: BONAVENTURE, WINDSOR, QUETICO, RUPERT, MARITIME, QUEEN ELIZABETH, SPAGHETTI. Also, UNION PACIFIC CHINA and PAPER GOODS. Send 25¢ for catalog and price list. "THE PRIVATE CAR LIMITED," Third and "A" Streets, Belleville, Illinois 62220.

DENVER, COLORADO July 9 and 10 Railfair '77 Rocky Mountain Region's most complete railroad show. Exhibitors include Burlington Northern Railroad, antique collectors, authors, artists, modelers, NARP, Amtrak, publishers, DOT, railroad antique shops and dealers, travel agents, plus more. Admission: $1.00 adults, $.50 children, Jefferson County Fairgrounds, 15200 West 6th Avenue. Hours: Saturday 9 a.m. - 6 p.m., Sunday 10 a.m. - 4 p.m. Sponsored by NRHS Intermountain Chapter. For more information contact R. W. Luckin, NRHS, Box 5181, Terminal Annex, Denver CO 80217.

ILLINOIS ASSOCIATION OF RR PASSENGERS now forming! Come to first meeting Sat., June 25, 10:30am, Midland Hotel, Chicago--Discuss future of Illinois rail with Anthony Haswell, others. Successful ARPs in Ohio, Michigan, etc. prove grass-roots power! Bring ideas, $2 expenses. Be a Charter member; proposed dues $7. Info from Mike Morrison, (312) 764-6259 most evenings.

To know more about the New Haven Railroad and its predecessor roads, right into Penn Central and Conrail, then the NEW HAVEN RAILROAD HISTORICAL SOCIETY is what you want to join. $6.00 per year brings you your membership card and six large issues of the "NH NEWSLETTER" that is packed with maps, rosters, photos, drawings, reprints, more full length articles, up-to-date news on former New Haven lines, plus New Haven model railroad articles, model news and much more. Sample Copy $1.00. NEW HAVEN RAILROAD HISTORICAL SOCIETY, 1253 South Main Street, Fall River, MA 02724.

RTN BACK ISSUE SALE

Rail Travel News BACK ISSUE GRABBAGS are selling rapidly. Order yours now while they last--bundles of 30 different obsolete editions from the years 1972-74, our choice, for only $4.50. That's 15¢ per issue, including 4th class postage.

We need the storage space, so offer this bargain while limited supplies are available. These issues won't be reprinted, so get 'em while they last! Write: RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.